(b) the details of airports selected for improvement and upgradation in the Eighth Plan in Andhra Pradesh ;

(c) what are the steps proposed to be taken to improve passenger facilities and flight information service at Hyderabad airport ; and

(d) whether there is any proposal under consideration to expand the waiting area and passenger check in facilities at Hyderabad Airport ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) and (b) Hyderabad, Tirupathi and Vijayawada airports have been selected for upgradation in the Eighth Five Year Plan.

(c) and (d) The following are the major facilities being provided at Hyderabad airport :—

(i) Expansion and modification of terminal building and construction of new integrated terminal block at a cost of Rs. 22.90 crores.

(ii) Runway resurfacing at a cost of Rs. 2.66 crores.

(iii) Airport Surveillance Radar and Monopulse Secondary Surveillance Radar at a cost of Rs. 28.15 crores.

(iv) Instrument Landing System at a cost of Rs. 1.6 crores.

(v) Digital Aerodrome Terminal Information System (DATIS) at a cost of Rs. 0.11 crore.

With the extension of the terminal building, waiting area and passenger check-in facilities at Hyderabad airport would also get expanded.

Training of People in the Tourism Industry

3126. SHRI V. HANUMANTHA RAO : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Government proposes to set up Institutes to train people to participate in all sections of the tourism industry ;

(b) whether any offer has come from Andhra Pradesh Government to provide facilities for setting up of Institute in Hyderabad ;

(c) whether there is a potential and need for Institute to properly train our young people for careers in the tourism industry ; and

(d) if so, what steps Government is taking to set up training institutes which will meet the demands of tourism industry ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) The Government extends both financial and non-financial help to State Governments for setting up of tourism training institutes.

(b) There is already an Institute of Hotel Management and Catering Technology at Hyderabad.

(c) and (d) The number of institutions required for development of professional manpower keeps pace with the requirements of the tourism industry ; private training institutions are also meeting the requirements of trained manpower.

राज्य सरकारों के लिए पर्यटन मंत्रालय द्वारा स्वीकृत योजनायें

3127. **श्री कैलाश नारायण सारंग** : क्या नागर विमानन और पर्यटन मंत्री यह बताने की कृपा करेंगे कि :

(क) पर्यटन मंत्रालय द्वारा राज्य सरकारों के लिए कौन-कौन सी योजनायें स्वीकृत की गई है और इन स्वीकृत योजनाओं के लिए क्या-क्या शर्तें लगाई गई हैं ;

(ख) क्या इन योजनाओं में लगाई कई कतिपय शर्तें ऐसी हैं, जिन्हें पूरा करने में राज्य सरकारों को व्यावहारिक कठिनाइयों का सामना करना पड़ता है और क्या इस संबंध में राज्य सरकारों ने आपत्तियां उठाई हैं;

(ग) यदि हां, तो इस संबंध में केन्द्रीय सरकार ने क्या कार्यवाही की है ; और

(घ) यदि राज्य सरकार कतिपय शर्तों को पूरा करने के संबंध में उनके समक्ष पेश आ रही व्यावहारिक कठिनाइयों के बारे में जानकारी प्रदान करती है तो क्या केन्द्रीय सरकार योजना के लिए स्वीकृत धनराशि का सम्पूर्ण भुगतान राज्य सरकार को करेगी ?

नागर विमानन और पर्यटन मंत्री (श्री गुलाम नबी आजाद) : (क) पर्यटन सुविधाओं में वृद्धि करने की स्कीमें, जैसे, यात्री निवास, पर्यटक परिसर, पर्यटक गृह, मार्गस्थ सुख-सुविधाएं, पर्यटक स्वागत केन्द्र, जल-पान गृह, रेस्तरां, होटल, तट विहार-स्थल, वन गृह, तम्बुओं में आवास आदि पर्यटन मंत्रालय द्वारा अनुमोदित किए गए हैं । केन्द्र ढांचे के निर्माण के लिए जिसमें आन्तरिक विद्युतिकरण, जल आपूर्ति तथा सैनिटरी फिटिंग शामिल हैं, वित्तीय सहायता प्रदान करता है जबकि राज्य सरकारों को विकसित भू-खण्ड उपलब्ध कराना होता है तथा बाद में सुविधाएं उपलब्ध कराकर रख-रखाव करना होता है । मंत्रालय प्रचार और रोमांचक खेलों एवं मेलों व उत्सवों के विकास और संवर्धन के लिए भी वित्तीय सहायता प्रदान करता है ।

(ख) इन स्कीमों के लिए लगाई गई शर्तों को पूरा करने में कोई व्यावहारिक कठिनाई नहीं है ।

(ग) प्रश्न नहीं उठता ।

(घ) प्रत्येक परियोजना की वास्तविक प्रगति को ध्यान में रखकर धनराशि अवमुक्त की जाती है ।

Security Norms prescribed by NAAI for Airport

3128. SHRI KAMAL MORARKA : Will the PRIME MINISTER be pleased to state :

(a) whether Government's attention has been drawn to the news item, which appeared in Indian Express dated 22-6-1993 captioned 'Where Birds, men defy pilots';

(b) if so, whether all the Airports in the country conform to the security norms prescribed by NAAI;

(c) if not, the details of the Airports where the pilots face a lot of bird menace and other problems; and

(d) what steps are proposed to be taken to ensure safety at the Airports ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI MALLIKARJUN) : (a) Yes, Sir.

(b) The Defence airfields are not covered under the security norms prescribed by NAAI.

(c) and (d) Thirty (30) Indian Air Force airfields are considered to be flight safety environment risks and have been categorised as follows on the basis of degree of risks involved :—

Category I (Maximum)	Category II (Medium)	Category III (Low)
Gwalior	Agra	Uttarlai
Ambala	Pathankot	Srinagar
Hindan	Gorakhpur	Yelahanka
Jodhpur	Bhaitnda	Bagdogra
Tezpur	Jalsalmer	Lucknow
Dundigal	Kanpur	Guwahati
Sirsa	Chandigarh	Hashimara
Adampur	Jamnagar	Bidar
Pune	Kalaikunda	Bhuj
Bareilly	Halwara	Tambaram

Short term as well as long term measures have been formulated. Short term measures on bird menace inside the airfield are dealt with by ensuring a cleaner environment and reduction in natural vegetation thus reducing the causes which lead to food-gathering by the birds. These measures are continuously monitored.

Long term measures like creation of clean environment around airfields, construction of modern incinerators/modern slaughter houses/carcass processing centres/covered garbage points, shifting of open garbage dumps from the vicinity of the airfields, covering of open drains, establishment of covered fish and meat markets etc., have not made much progress primarily due to financial constraints.

Amount Spent on Development of Airports

3129. SHRI PARMESHWAR KUMAR AGARWALLA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) what is the cost in terms of money spent on development of various airports of the country where different private airlines are allowed to operate, airport-wise ;

(b) what will be the cost of the facilities of airport, if these are developed now, where private airlines are allowed to operate between different airports ; and

(c) the amount of money being charged from private airlines for providing these facilities on the different airports of the country like air strips, terminal, office lounge, navigation facilities, parking facilities etc., airport-wise details ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) Air Taxi operators are allowed to operate to any airport which is open to scheduled operations of an airline. There are 5 international airports, 88 domestic airports and 28 civil enclaves in Defence airports in the country. It is not possible to give details of money spent on the development of each airport, as separate figures are not maintained airport-wise.

(b) No special facilities are required to be developed specifically for air taxis to operate flights to/from any of the airports where Vayudoot or Indian Airlines operate their scheduled flights.

(c) The charges levied by the National Airports Authority and the International Airports Authority of India at their airports for B-737 type of aircraft are annexed in statement I and II.